





# SHIPPING INTELLIGENCE.

## ARRIVALS.

October 16.—Victoria, barque, 259 tons, Captain Linington, from Hobart Town, 9th instant, in ballast. Passengers—Mrs. Livingston and daughter, Captain and Mrs. Davidson, Mr. Crocker, Mr. James Reid, and Mr. William McIntyre.

October 16.—Phoenix, steamer, 108 tons, Captain Wiseman, from the Clarence River, 13th instant. Passengers—Mr. and Mrs. Tomkins and son, Mr. Davis, Mr. Ryan, Mr. Monks, and seven in the steerage.

October 16.—Winslow, American barque, 223 tons, Captain W. H. Whitwell, from the Whaling Grounds, Left New Bedford 11th April, 1845.

October 17.—Christopher Mitchell, American ship, 367 tons, Captain Ayle, from the Whaling Grounds, Left Nantucket 18th July, 1845, and Sydney 10th February, 1847.

## PROJECTED DEPARTURES.

This Day.—Harlequin, for Port Phillip via Newcastle.

To-morrow.—Maukin, for Auckland; Regia, for Annapolis; Ann Mary and Jane, for Moreton Bay.

## COASTERS INWARDS.

October 16.—Vixen, 45, Currie, from Two-fold Bay and Pambula, with 64 casks tallow, 625 hides, 427 sheepskins, 5 tons potatoes; Maria Prudence, 26, Purritt, from Newcastle, with 30 tons coal; William the Fourth, steamer, 84, Sullivan, from Wollongong, with 100 bags maize, 80 kegs butter, 20 calves, 3 horses, 2 tons bark; Henry, 15, Johnston, from Shoal-haven, with 4500 feet cane, 280 bushels maize; 7 kegs butter; Lady of the Lake, 13, Jones, from Bateman's Bay, with 68 bags maize, 36 kegs wheat, 4 tons potatoes, 5 casks beef, 36 pigs, 2 casks tallow; Jane Ann, 16, Woburn, from Wollongong, with 100 bushels wheat; Lapping, 16, Hodgkinson, from Shoalhaven, with 500 bushels maize, Rose, steamer, 172, Patterson, from Moreton Bay, with 11 casks tallow, 220 hides, 100 sheepskins, 43 trusses hair, 3 large buns, 24 bags maize, 150 sheep, 1020 hams.

## COASTERS OUTWARDS.

October 16.—Queen, 36, McIntyre, for the Richmond River, with sundries; Trial, 20, Swan, for the M-Leay River, with sundries; Sarah Wilson, 37, Wood, for Newcastle, in ballast; William the Fourth, steamer, 84, Sullivan, for Wollongong, with sundries; Rose, steamer, 172, Patterson, for Moreton Bay, with sundries.

## SHIPS' MAILS.

Mails will be closed at the Post Office as follows:—

For Auckland.—By the Maukin, this evening, at 6.

For London.—By the Riddan, on Saturday evening next, at 6.

## SHIPS IN HARBOUR.

Agincourt, barque, 609 tons, Neatley, at Campbell's Wharf; Smith and Campbell, agents. Discharging and loading on the berth for London. Ann Mary, schooner, 50 tons, Brown, at the Commercial Wharf; T. C. Thomas and Co., agents. Loading for Moreton Bay.

Bee, brig, 134 tons, Adams, at Campbell's Wharf; M. E. Munn, agent. Discharging. Brightman, barque, 284 tons, Cowley, at Campbell's Wharf; Smith and Campbell, agents. Advertised for Nelson.

Barley, American ship, 281 tons, Mann, in Moorman's Bay; S. Wilkinson, junior, agent. Redditch.

Catherine Janeway, barque, 425 tons, Hutchinson, at Bot's Wharf; Gilchrist and Alexander, agents. Discharging, and on the berth for London.

Castlereagh, schooner, 96 tons, at the Commercial Wharf; Fotheringham, agent. Redditch.

Catherine, schooner, 164 tons, Dryden, at the Flour Company's Wharf; Captain, agent. Discharging.

Comet, schooner, 92 tons, Cork, at the Circular Wharf; J. B. Metcalfe, agent. Discharging.

Fanny Fisher, barque, 250 tons, Harold, at Buchanan's Wharf; H. Fisher, owner. Fitting out.

Ganges, ship, 430 tons, Blanchard, off Fotheringham's Wharf; J. T. Armitage and Co., agents. Loading for London.

General Pike, American ship, 313 tons, Pierce, in the Stream; S. Wilkinson, jun., agent. Redditch.

Governor, brig, 147 tons, Williamson, at Moore's Wharf; Donaldson and Co., agents. Discharging.

Indian Chief, barque, 410 tons, Noble, at Campbell's Wharf; R. How and Co., agents. Loading for London.

Jane, barque, 335 tons, Lee, at Town's Wharf; R. Towns, owner. Redditch for the South Sea Fishery.

Jane, schooner, 42 tons, Higgins, at the Flour Company's Wharf; Captain, agent. Loading for Moreton Bay.

John, schooner, 49 tons, Draper, at the Flour Company's Wharf; Captain, agent. Discharging.

June, schooner, 602 tons, Milne, at the Circular Wharf; Boyd and Co., owners. Loading for Port Phillip and Adelaide.

Kangaroo, Government steamer, 50 tons, Roach, at the Commercial Wharf. For London.

L'Entreprise, French Whaling barque, 257 tons, Branson, in the Stream; Jobert and Murphy, agents. Recruiting.

Lord Auckland, barque, 610 tons, Brown, at Moore's Wharf; Boyd and Co., agents. Undergoing repairs.

Maid of Erin, brig, 150 tons, Heslop, at Corporation's Yard; J. Macnamara, agent. Fitting out.

Matilda Watson, schooner, 146 tons, Jones, at the Circular Wharf; J. Kettle, owner. Redditch for a sandal-wood voyage.

Mary, brig, 195 tons, Heald, at Buchanan's Wharf; R. W. Robinson, owner. Discharging.

Maukin, brig, 161 tons, Cowley, at Bot's Wharf; W. Wright, owner. Loading for Auckland.

Minerva, schooner, 82 tons, Hovenden, at the Kellack's Wharf; Captain, agent. About to sail for Portland Bay.

Nimrod, barque, 234 tons, Bepinane, at the Flour Company's Wharf; H. Moore, agent. Loading for Port Nicholson near Newcastle.

Orion, American ship, 254 tons, for sale, in the Cove; S. Wilkinson, jun., agent. Redditch.

Pestonjee Bomanjee, barque, 595 tons, Austin, at the Circular Wharf; F. Mitchell and Co., or J. B. Metcalfe, agents. Loading for London.

Portland Park, schooner, 120 tons, Weller, at Campbell's Wharf; Fisher, Salting, and Co., or Gilchrist and Alexander, agents. Loading for London.

Panthoon, American barque, 251 tons, Jenner, in the Stream; S. Wilkinson, jun., agent. Redditch.

Portia, brig, 220 tons, Lancaster, off Boyd's Wharf; Boyd and Co., owners. Redditch.

Rebecca, brig, 186 tons, Johnson, at Moore's Wharf; Thacker and Co., agents. Discharging.

Riddan, barque, 344 tons, Hammack, at Moore's Wharf; Donaldson and Co., agents. Loading for London.

Rossie, American ship, 323 tons, Munro, in the Stream; S. Wilkinson, jun., agent. Redditch.

Rosetta Joseph, barque, 268 tons, Patrick, at Moore's Wharf; S. Joseph, owner. Fitting out.

Sarah, brig, 202 tons, Seagrave, at the Flour Company's Wharf; H. Moore, agent. Discharging.

Sarah Scott, barque, 382 tons, Butcher, at Campbell's Wharf; Smith and Campbell, agents. Loading for London.

Terror, barque, 257 tons, Forbes, at Boyd's Wharf; Boyd and Co., owners. Redditch.

Victoria, barque, 389 tons, Linington, in the Stream; Captain, agent. For freight or charter.

Walter Scott, American ship, 239 tons, Grant, in the Stream; S. Wilkinson, jun., agent. Redditch.

William Parker, ship, 411 tons, Smith, at the Circular Wharf; Montefiore, Graham, and Co., agents. Discharging.

Woodcock, barque, 309 tons, Nicholson, at the Circular Wharf; Griffiths, Fanning, and Co., or Bayers and Lockhead, agents. Advertised for Port Nicholson.

Winslow, American barque, 263 tons, Simons, in the Stream; Captain, agent. Recruiting.

The Christopher Mitchell has obtained 623 barrels sperm oil since leaving this port on the 10th February last, making a total of 1900 barrels during the twenty-seven months she has been out from Newcastle. She is last from St. Christoval, having left there twenty days ago, and brings from thence 250 pieces of beche-de-lam on freight. The following vessels are reported by her August 19th figures, viz.:—

23. Rebecca, M'Donald, of Sydney, with 400 barrels sperm oil, twelve months out; 25. Australian, Wiles, of Sydney, five months out, with 500 barrels sperm oil; 26. Oliver, of Sydney, five and a half months out, with 600 barrels sperm oil; 12. Jane, Fowler, of Sydney, eleven and a half months out, with 610 barrels sperm oil; 13. The Valerity, from the New Hebrides, having on board fifty-four native men and three women, intended as labourers for Mr. Boyd, entered the Heads yesterday about two o'clock; but afterwards stood out again to await orders, Captain Kirsopp, coming up to Sydney in his boat, as also Mr. Mackenzie (a passenger). She sailed from Lefoo on the 2nd instant, prior to which she had visited Sandwich Island to ascertain the truth of the report of the loss of the British Sovereign; the statements of which already published are fully confirmed by Captain Kirsopp, with the exception that an European boy, whose name he was unable to ascertain, was spared by the natives, as well as the seaman John Jones, and that they had quitted the island in the Clarkstone, whaler, of Sydney. Nothing had been heard of the boat's crew that proceeded to New Caledonia. The Valerity has not heard of any vessels at the islands since the last report received by the Porten, and has not spoken any on the passage up. She passed an American whaler on Saturday, apparently the American ship Charles W. Morgan, twenty-four months from New Bedford, as having touched at Rotumah in June last, with 1600 barrels sperm oil, and 2000 barrels of tallow. The latter vessel was compelled to seek shelter in Croudy Bay from the strong southerly wind, where she remained six hours. On Thursday, at 8 A.M., she passed the steamer Maud, hence for Moreton Bay, off the Breakers.

The Victoria brings but three days later news from Hobart Town than that received by the Catherine in Newcastle, in which time there had been no arrivals from any port. The schooner Triton had been sold by auction to Mr. J. T. Waterhouse, for the sum of £1400. The Thomas Lord had been sold by private contract to Mr. Clayton, of Launceston, for the sum of £1000. The cargo of the Phoenix consists of 17 bales wool, 43 bales sheepskins, 70 hides, 5 casks tallow, &c. The schooner Susan was loading at the Clarence for Sydney when the Phoenix was in the Harbour. She was bound for the schooner Alford, with 500 barrels sperm, twenty-four months from New Bedford, left Rotumah on the 21st August, with the intention of coming on to Sydney to recruit, for which purpose also the Winslow has come. The cargo of the Phoenix consists of 17 bales wool, 43 bales sheepskins, 70 hides, 5 casks tallow, &c. The schooner Susan was loading at the Clarence for Sydney when the Phoenix was in the Harbour. She was bound for the schooner Alford, with 500 barrels sperm, twenty-four months from New Bedford, left Rotumah on the 21st August, with the intention of coming on to Sydney to recruit, for which purpose also the Winslow has come.

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crease, and it will increase still more, because wood is becoming scarcer and dearer; besides there is an increase in the number of factories, steam engines, and steam-vessels, and shortly there will be new sugar works in operation."

Captain P. P. Kiro, R.N., thinks, (91), "coal might be an article of export to a limited extent."

JAMES PATTERSON, Esq., (30), anticipates "a considerable increase in the consumption, in consequence of the opening of steam navigation between this country and China," as well as to (13) "the increase in steam navigation, of steam engines employed for land purposes, and the smelting of metals." And he adds, (8), "it must increase."

Capt. ARTHUR PHILIP WALL, H.E.L.C.S., says, (2), "there is a great demand for coal at Singapore; at least 10,000 tons annually." He adds, (18), he has no doubt "the coal of this colony would sell at the various places enumerated by him, if sent there; and it would be in equal demand with English coal, if it were supplied at the same price." "Steam navigation in the Indian sea is increasing very much, and in the rivers also." And he states, (30), "you could not export the coal so cheap from Bengal as you could send it on from this, exclusive of the first cost being very high there."

Mr. W. H. WHITWELL says, (21), "the supply here is not adequate to the demand," "taking the export trade into consideration." "Even now I am obliged to refuse orders, because I cannot execute them."

Mr. J. STRUTH (34) says, "reduction of price" would "very much improve our trade," and "introduce the production of articles in iron."

Mr. THOMAS HYNES says, (26), "it is now of all things most desirable to encourage enterprise in the production of this article (of export) when markets are opened at New Zealand and elsewhere, and steam communication must increase the demand." When H.M. Jervis's steamer Driver was here, I was pressed to supply her with the coal she required, but I could not engage to get her a hundred tons, neither could the Castor frigate get a supply for her when she came up from New Zealand. The necessity of procuring a more abundant supply of coal for Sydney itself, becomes every day more urgent, as there will shortly be little firewood to supply the poor, when nearly every stump in the neighbourhood of my farm, and round Sydney, has been ripped up. I am therefore convinced that the demand for coal must considerably increase."

He adds, (26), "I feel satisfied that if other mines were allowed to be worked, the export of coal would, in a short time, be more than twice as much as it is at present."

WILLIAM LITWICK, Esq., Auditor-General, testifies, (5), "The total quantity of coal raised from the mines in the year 1823, I find to have been 2759 tons."

Captain KIRO states, (138), the present consumption, (1847), to be 30,000 tons.

Mr. W. H. WHITWELL reckons his production, (41), annually, something under "10,000 tons."

Mr. J. BROWN (50) and JAMES PATTERSON, Esq., (32), give some notion of the consumption of the Moreton and Maitland mines being about 7000 tons per annum.

Thus altogether the increase from 1825 to 1847, has been nearly 45,000 tons annually, or an annual progressive increase of between 3000 and 4000 tons. This increase will go on, of necessity, hereafter in greater proportion. It is apparent, then, from the above statements, that the general opinion is, the opening of the coal-works will be an advantage to the colony, by supplying a demand which has hitherto exceeded the supply.

Regarding, therefore, the evidence before the Committee, without reference to what may naturally have been the personal views of some of the witnesses, who were, of course, dissatisfied with the old system under which they could not profit by the coal which they were willing to work; let us see what evidence there is to show a positive advantage to the public at large from the operation of the free trade system.

It is candidly admitted by some of the witnesses, Mr. THACKER, for instance, and Captain WALL, that the supply of coal to Singapore, Manila, &c., &c., would depend upon two conditions, quality and cheapness.

As to the quality we believe there is no room to make exceptions, as Captain WALL declares, the Australian Newcastle coal is as good as the English Newcastle coal. Mr. THACKER (30) says, if the coal were screened and sold for from 5 to 6 shillings a ton, he has "no doubt" contracts could be made with Singapore. Captain KING says, (102), the cost of screened coal would be 9s. 6d. per ton. Captain WALL (26) says, "10 shillings a ton for freight" would pay from this to Singapore. The price then would be at the lowest 19s. 6d. per ton at Singapore. The price usually paid in Calcutta for English coal is, he says, (4), "never less than twenty-seven shillings" and at the other ports (Singapore included) the price (9) at from 32 to 36 shillings; and as 10,000 (13) tons are annually consumed at Singapore, it is certain, that taking 34 shillings as the present average price there for English coal, the Agricultural Company alone would, if they could furnish the supply, derive an annual profit of nearly £8000 per annum from that market alone.

If, then, Mr. THACKER could get it at 5s. 6d. instead of 9s. 6d., he might, perhaps, share a profit of some £4000 or £5000 per annum by a contract at that price.

The foreign market will thus offer grounds for speculation and enterprise in the colony, in consequence of the abandonment of the Company's privilege. And if it be true, as is alleged by Mr. STRUTH, Mr. HYNES, and others, that the expenses of the Company's mines are greater than are actually necessary, and others can supply coals at a far less price than the Company do, in such cases no doubt the colony may profit by opening communication with foreign ports.

But a careful inspection of the evidence leads us to doubt, very much, whether such

assertions, if applicable generally, are not founded upon insufficient data.

Mr. STRUTH, whose testimony is valuable, says, (23), the Company ought to be able to supply at half the present price to shipping.

But Mr. BROWN says, (58), "it becomes cheaper in a number of cases, to take coal from Newcastle, than from Maitland," and, (39), he calculates the water carriage makes his coal the dearer.

Mr. WHITWELL says, (9), "I work as cheaply as I can, but I could not sell it so cheaply as the Company, until I have made some improvements." He adds, (24), that he thinks there are but few mines except his own, that could be "worked with profit."

Mr. BROWN says, (66, 67), Dr. MITCHELL's coal could be sold (exclusive of profit) at "half the price charged by the Australian Agricultural Company," and, (68), that the profit has varied from one to eight shillings a ton profit.

Mr. PATTERSON (51) calculates the advantage hitherto gained by the Company, i.e. the reduction which likely to take place, by opening the trade, at from one shilling to one shilling and sixpence per ton.

Dr. MITCHELL, who appears to be more advantageously situated than other persons, agrees in this calculation; but he does not think very highly of the reduction.

He is asked, "If free trade in coal were established in the colony, would the price be very much reduced to the consumer?" His answer is, "this is a very difficult question; it is very likely to be reduced, but I think not so much as the public might anticipate; there would be a reduction, perhaps, from one shilling to one shilling and sixpence per ton."

The following extracts from Dr. MITCHELL's evidence are still more to the purpose:—

51. Do you think the public has suffered at all, in consequence of the Company having this monopoly, by the increased price charged upon coal? I have stated that I believe the public were benefited by the establishment of the wharf here.

52. But generally, taking the years since this monopoly commenced, do you suppose the public have had to pay a higher price for coal than they would have had to pay if this monopoly had not existed? I am not sure whether the public have suffered much, because the Company have been at the expense of getting out miners, and if miners had not been brought out, there would have been a difficulty in getting coal at all; it is true that the Company have complained that the miners were bad men and did not work properly, but I am not prepared to say how far the public have been benefited.

53. It is a matter of doubt to you whether the public have been injured at all? It is.

54. Do you think if this monopoly were abolished, the price of coal would be likely to fall very materially? I do not think it would fall very much, probably from one shilling to one shilling and sixpence per ton.

55. If the monopoly be maintained, do you suppose that the price will be likely to rise in consequence of the greater demand which we have reason to expect? That is doubtful too; there is a sufficient number of miners, I do not think it will rise much.

Now Dr. MITCHELL is one of those witnesses who think the Company has worked at a dear rate; his testimony, therefore, is unexceptionable.

Mr. J. P. MACKENZIE, who complains of the Company's coal, says, (49), on being asked, whether he thinks "it is likely coal would become cheaper by the abolition of the privileges of the Company?" "It is quite a speculative opinion, but I do not think it would become much cheaper, for until a mine is well opened it is impossible to discover what it contains; the opening of a mine is a very expensive matter, and great risk must be incurred." He adds, (50), "the price of coal at the Company's pits I do not complain of, provided the coal is good, that is, free from slack and slate, with weight."

For the present we conclude, reserving the evidence of Captain KIRO, the witness most interested in the old system, and Rev. W. B. CLARK, one of the witnesses who can have no interest in either the old or the new system, till another day, as we think it essential to consider not only what the Company's Commissioners have to say for himself, but what can be said on the question on mere grounds of common sense and impartial views of the case.

DOMESTIC INTELLIGENCE.

INSOLVENCY PROCEEDINGS.

In the estate of John GILLHAM, a single meeting. The following claims were proved: Francis Fuller, £34 10s.; Joseph Lee, £20. Insolvent was allowed (conditionally) to retain his wearing apparel and household furniture.

In the estate of James CLARK, a single meeting was held, at which J. L. and A. F. WILSHIRE proved a claim of £128 12s. 6d. Insolvent was allowed to retain his household furniture and wearing apparel; his tools and stock-in-trade were ordered to be sold.

NEW INSOLVENCY.

The following schedule was filed:—Robert Mackay, of Surry Hills, lately a master mariner, now out of employment. Debts, £239 10s., all assets—outstanding debts, £118; balance deficiency, £120 10s. 9d. Mr. George King, official assignee.

MEETINGS OF CREDITORS.

The following is a list of all the meetings of creditors fixed to take place from this date, inclusive.

THIS DAY, October 18.—John DILLON, a special meeting, for the creditors to give directions, at eleven; Peck and Campbell, a special meeting, for the creditors to give directions, at half-past eleven; Francis ELLARD, a certificate meeting, at noon.

TOMORROW, 19.—J. M'DONNELL, an adjourned special meeting, at eleven.

Wednesday, 20.—William Hodgkinson, a special meeting, to decide on an offer of composition, at half-past ten; John M'DONNELL, a special meeting, for the creditors to give directions, and for the offer of a composition, at noon.

Thursday, 21.—Leslie DUGUID, a third meeting, at eleven; Michael M'CARROLL, Robert Simons, and William Edwards, for certificates, at noon.

Monday, 25.—James Matthew CASHMAN, a single meeting, at eleven.

Tuesday, 26.—Robert Mackay, a single meeting, at eleven.

Thursday, 28.—John Henderson, for certificates, at eleven; Henry M'COMERTON, a third meeting, at eleven; M'COMERTON and Dixon (late firm of) a third meeting, at half-past eleven.

Friday, 29.—Gordon T. Williams, for certificates, at noon.

Thursday, 11.—Walter R. Kemble, a third meeting, at 11; Charles Doyle, for certificates, at noon.

Thursday, 18.—Patrick O'Brien Murphy, a special meeting, for the creditors to give directions, at eleven.

Thursday, 25.—James GALLIOT, a special meeting, to decide on an offer of composition, at eleven; John Irving, for certificates, at noon.

MULTUM IN PARVO.

(From the Australian Papers.)

THE Hon. the Post Office has given notice that mails for the following places will be carried by the Maud of Cashmere when she was wrecked: New Zealand, Hongkong, Calcutta, Madras, Ceylon, London via India, overland; London direct from Sydney; and Sydney to Great loss and inconvenience are felt by the Tasmanian farmer from the number of Scotch thistles which prevail throughout the island. Some of the friends of the late Sir E. WILSON are endeavouring to get up a subscription for erecting some memorial of his government.

Influencing prevails at Hobart Town to a considerable extent. Mr. Wright, late purser to the Gallipoli, convicted of uttering a forged bill, was sentenced to be imprisoned for twelve months. A Superintendent of Exiles is, it is said to be appointed for Port Phillip; the appointment was offered to Lieut.-Colonel VICK, R.E., and refused. A wooden railroad from Hamilton to the banks of the Derwent is in contemplation. The Lords of the Admiralty have expressed their thanks to Captain Stanley and the officers and crew of H.M.S. Calliope, for their services during the late outbreak in New Zealand. Three hundred labourers left Launceston in one day for the different ports in this colony and South Australia. From the readiness with which the 1000 required for the intended High School at Hobart Town, was subscribed, the capital has been raised to £7500.

CHRIST'S COLLEGE, TASMANIA.

(Adapted from the Tasmanian Courier.)

The 1st of October being the anniversary of the opening of Christ's College, Tasmania, as a scholastic institution, was celebrated by the attendance of a large number of visitors. The general appearance of the College was very satisfactory, new buildings having been erected for the accommodation of the students, and the grounds round the college having been brought into excellent order. At 7 o'clock the principal guests, including the Hon. the Colonial Secretary, the Hon. the Attorney-General, the Hon. the Chief Justice, the Hon. the Judges, the Hon. the Members of the Legislative Council, the Hon. the Members of the House of Representatives, the Hon. the Members of the Executive Council, the Hon. the Members of the Council of Education, the Hon. the Members of the Council of Public Works, the Hon. the Members of the Council of Agriculture, the Hon. the Members of the Council of Commerce, the Hon. the Members of the Council of Fisheries, the Hon. the Members of the Council of Mining, the Hon. the Members of the Council of Public Health, the Hon. the Members of the Council of Public Safety, the Hon. the Members of the Council of Public Instruction, the Hon. the Members of the Council of Public Works, the Hon. the Members of the Council of Agriculture, the Hon. the Members of the Council of Commerce, the Hon. the Members of the Council of Fisheries, the Hon. the Members of the Council of Mining, the Hon. the Members of the Council of Public Health, the Hon. the Members of the Council of Public Safety, the Hon. the Members of the Council of Public Instruction, the Hon. the Members of the Council of Public Works, the Hon. the Members of the Council of Agriculture, the Hon. the Members of the Council of Commerce, the Hon. the Members of the Council of Fisheries, the Hon. the Members of the Council of Mining, the Hon. the Members of the Council of Public Health, the Hon. the Members of the Council of Public Safety, the Hon. the Members of the Council of Public Instruction, the Hon. the Members of the Council of Public Works, the Hon. the Members of the Council of Agriculture, the Hon. the Members of the Council of Commerce, the Hon. the Members of the Council of Fisheries, the Hon. the Members of the Council of Mining, the Hon. the Members of the Council of Public Health, the Hon. the Members of the Council of Public Safety, the Hon. the Members of the Council of Public Instruction, the Hon. the Members of the Council of Public Works, the Hon. the Members of the Council of Agriculture, the Hon. the Members of the Council of Commerce, the Hon. the Members of the Council of Fisheries, the Hon. the Members of the Council of Mining, the Hon. the Members of the Council of Public Health, the Hon. the Members of the Council of Public Safety, the Hon. the Members of the Council of Public Instruction, the Hon. the Members of the Council of Public Works, the Hon. the Members of the Council of Agriculture, the Hon. the Members of the Council of Commerce, the Hon. the Members of the Council of Fisheries, the Hon. the Members of the Council of Mining, the Hon. the Members of the Council of Public Health, the Hon. the Members of the Council of Public Safety, the Hon. the Members of the Council of Public Instruction, the Hon



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